

This is more clearly illustrated by the fact that Germany entered World War II with a total of only about 50 submarines, and at the present time Russia possesses over 300 submarines. It is our understanding that the only alternative sources of rich iron ore in the Western Hemisphere are located in the Quebec-Labrador area and in Venezuela. In view of the potential threat of the Russian submarine, it would be an unacceptable military risk to rely solely on our ability to safely supply our tremendous steel mills with iron ore from Venezuela.

In addition to assuring the United States, in time of emergency, the full benefits of joint participation in a shorter, more protected overseas route to the British Isles and Europe for transportation of military cargo, our joint participation in the construction of the seaway would also afford access to additional shipbuilding and repair facilities, and would partially relieve our present dependence upon ore delivery through the locks at Sault Sainte Marie. Should we fail to participate jointly with Canada, then admission of foreign ships to American waters would be solely in the hands of, albeit a friendly one, a foreign nation. Defense of the seaway from sabotage and military action would be beyond U.S. responsibility. Should capacity of space of the seaway become a critical factor, then Canada would have control over priorities on the seaway use and various ships and cargoes in wartime, as well as in peacetime.

The mutual interdependence between Canada and the United States from a strategic standpoint is becoming increasingly more important every day. All of our plans for defense of the Western Hemisphere against the threat of a possible air attack are closely intertwined with those of Canada. Realistic plans for the continental defense of the United States rely heavily on the continued mutual cooperation between the U.S. and Canada. Although our views in favor of joint participation are based primarily on the military necessity of the seaway as an essential element of our continental transport system, we cannot fail to appreciate the added spirit of mutual friendship and cooperation which joint participation in the construction and operation of the seaway will undoubtedly promote.

In view of the above, the Joint Chiefs of Staff consider the joint participation in the construction and operation of the Saint Lawrence Seaway as necessary in the interests of national security, and strongly recommend the enactment of the bill now under consideration in the Senate, S. 2150.

Sincerely yours,

(Sgd) Arthur Radford,

Honorable Homer Ferguson

United States Senate